



Rimrock canyon on US 395 north of Burns. Standing beside the car is Harry Utley of Lakeview.

Klamath Men Enjoy Trip Through High Desert On Trip To Old Mining Town Site Of John Day

By MALCOLM EPLEY
A loop trip through the purple distances of the high desert to a place of special Oregon historical significance is available to Klamath people who can spare two days for a jaunt to John Day in Grant county.

It's a journey for those who do not consider the desert country boringly monotonous—who get a thrill out of the sight of a jagged fringe of pine timber on a ridge beyond the sagebrush—who get a special feeling as they roll through rimrock canyons and experience the quick change from open desert to pine timber to long wild hay meadows.

To Bend

This writer made the trip to John Day last week-end, going by way of Bend, and returning by Lakeview. As can be seen on the rough map, this makes it a loop trip, with two relatively short backtracking stretches. My companion on the journey was Charlie Stark, chamber of commerce manager.

The 143 miles to Bend takes from 2 1/2 to 3 hours, according to your car and inclinations to speed. At Bend we put up at the excellent Pilot Butte Inn, because we left Klamath late in the day and had business in Bend. Behind the Pilot Butte, leading down to the river, is a smooth, well-groomed lawn, surrounding attractive rock gardens. That's the sort of thing that makes Bend a pleasant city.

East On US 20

From Bend, the John Day loop trip goes east on US 20. Just out of Bend, the route goes through central Oregon farming country, the farm plots lying among outcroppings of lava rock. As one moves farther away from Bend, the country becomes strictly high desert, with occasional juniper ridges and rocky mountains breaking above the rolling sagebrush land.

(Incidentally, a few miles out of Bend, the route passes through Millican, the well-publicized "one-man town." We were told in Bend that four people live there now, giving Millican a proportionate population increase equalled by few cities anywhere.)

About 27 miles west of Burns US 20 joins US 395 for the run on into Burns. US 395 comes up from Lakeview, and at Burns 395 turns north off US 20 and goes to John Day. There is a fine rimrock canyon traversed by 395 for many miles just north of the junction, leading up into pine forest and mountain meadows.

Malheur Forest

The road here enters the Malheur national forest, which has many grand stands of Ponderosa pine still standing. Farther north on one of the open stretches is Seneca, logging headquarters for the big Hines mill at Burns.

North of Seneca there's a fine

grade over a mountain, with white-capped Strawberry mountain off to the east. The road then drops down to racing Canyon creek at the Joaquin Miller resort, and a few miles farther is Canyon City, a mining town filled with memories of the Old West.

When you go to Canyon City, don't fail to stop at Charles W. Brown's service station and see his museum. Here is a marvelous collection of relics from the mining days of Canyon City—thousands of items of great interest. These relics are scattered all over the place, mixed up with modern merchandise. Orin Patterson, a real estate man next door, has a fine collection of Indian relics in his window and in cases inside.

Poet Judge

Joaquin Miller, the poet, lived in the Canyon City country in early days, and was Grant county's first elected county judge. When you go to Canyon City and John Day, you will want to visit the Joaquin Miller cabin.

John Day, which is a western-type town reminiscent of Reno, is the northernmost point on this travelogue. From there, we back-track to Burns, go south on US 395 to Lakeview, passing such spots as Squaw Butte range experiment station, Alkali lake, Abert lake and rim, Valley Falls and Chandler state park.

Lakeview to Klamath is the last leg on the trip—and always an interesting journey to people with an affection for our area.

The round trip to John Day covers more than 600 miles—a good

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Road Blocked To Travel

SALEM, May 19 (AP)—Traffic was stopped beginning today over the Oregon City-New Era section of the Pacific highway, which is being widened into four-lane route.

State Highway Engineer R. H. Baldock said passenger cars can use the narrow, hilly county road between Oregon City and New Era, and that trucks can be routed via Silverton on the Salem-Silverton-Oregon City road.

Baldock recommended, however, that these detours be avoided where possible by using route 99 W, the Wilsonville cutoff, and the Salem-Dayton route.

The present Oregon City-New Era section of the Pacific highway is carrying 10,000 vehicles a day. The reconstruction job probably will be finished next November.

The existing route can't be used during construction because of the danger from being hit by falling rocks during the extensive blasting operations.

He Learned About Women From Accident

SEATTLE, May 19 (AP)—William Hicks got his car out of Mrs. Davies' back yard all right.

He figured he learned a lot about womanhood in the process, too; perhaps as much as it takes many a man a lifetime to learn.

"After about seven hours I found out there isn't any use arguing with a woman," he commented philosophically. "I've heard that a lot of times and now I know."

Mrs. Danella Davies suggested Hicks get a derrick to remove the car that had unceremoniously rolled down an 80-foot embankment into her hedge-enclosed yard yesterday. Hicks argued and pleaded that he could remove a four-foot section of her laurel hedge, drive the car through and replace the hedge so neatly that even the moles in her garden wouldn't suspect there had been a change.

He got his car out.

The derrick cost \$25.

It Pays to Use the Want-Ads!

US Gears Up To Produce New Atomic Weapons For Defense; Truman Says OK

WASHINGTON, May 19 (AP)—The United States geared up today for production of new atomic weapons whose deadly power is this nation's secret.

This much is known—that whatever their form or dimensions they represent "very substantial progress" in harnessing nature's forces to instruments of terrible destruction.

Those were the words used by the White House Monday in announcing successful completion of a new series of tests of "three atomic weapons, each of improved design" at Eniwetok island in the Far Pacific.

No Time Lost

Speculation mounted over what the new weapons may be. Whatever they are—guided missiles, radioactive clouds, an improved bomb or whatnot—the White House announcement indicated no time is being lost in putting them into production. It said:

"The president gave general approval of (atomic energy) commission plans for steps it proposed to initiate at once for further nuclear development, based upon information gained from the tests."

David E. Lillenthal, AEC chairman, added pointed emphasis to this statement. He said the tests, involving some 10,000 military and scientific personnel, were a "milestone in atomic development."

Use Slated

With the nation thus embarked on a new atomic era, there were indications the armed forces are grooving their plans for using the new weapons.

The air force has new sky giants in the making to replace the famed B-29 which dropped the first atomic bomb on Hiroshima three years ago. And the navy has asked congressional approval of plans to construct the world's biggest warship—a 65,000-50,000 ton aircraft carrier whose flight deck could serve as a launching base for A-bomb bearing planes or guided missiles with atomic warheads.

Screen Star, Dr., Win Acclaim

CHICAGO, May 19 (AP)—Screen Star Madeleine Carroll and Dr. Certy Cori, 1947 Nobel Prize winner for medicine, Tuesday were presented American Brotherhood awards for their contributions to bettering human relations.

The awards were presented at a luncheon of the national conference of Christians and Jews, Dr. Henry Noble McCracken, president emeritus of Vassar college, made the presentation.

Dr. Cori and her husband, Dr. Carl F. Cori, are both on the faculty at Washington university, St. Louis. She received the award

for her work in medicine and human betterment.

Miss Carroll, who quit the screen to serve in army hospitals during the war, received her award for her work in improving inter-allied understanding.

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by Safeway (and replaced with a layer of fat, light in weight, to seal in meat juices) before we weigh your rib roast on the market scales. It gives you a roast that cooks and carves better

Wherever you buy meat you are entitled to money-savings that result from proper trimming of each cut *before it is weighed*. Insist that your butcher trim this way. If he refuses, why not buy at a market where this kind of trimming is done?

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